

REMARKS

Claims 10-18 remain in this application. Claims 1-9 were previously canceled. Reconsideration of the application is requested.

Claim 14 is rewritten in independent form, to include the limitations of claim 10, and in such a way that it is clear that claim 14 encompasses embodiments of the invention having more than one connector to input signals, output signals, and electric power. It is respectfully submitted that currently amended claim 14 is allowable in view of the comments set forth in section 5 on page 3 of the Office Action.

Reconsideration of the obviousness-type double patenting rejection of claims 10-13 and 15-18, based on claims 1, 6, and 7 of U.S. Patent 6,628,226 B2 to Suzuki et al. and set forth in section 4 on pages 2-3 of the Office Action, is requested. It is also respectfully submitted that any potential rejection under 35 U.S.C. §102(e) or 35 U.S.C. §103(a) based on the Suzuki et al. ('226) patent would be inappropriate.

Referring by way of example only to the drawings of the present application, two features of this invention are that an outer housing, such as the housing 60 shown in Figure 1, is constructed with an electrically insulative outer housing main body 61, and that an electrically conductive shielding layer 62 is provided inside thereof. By contrast, in the radar forming the subject matter of the Suzuki et al. ('226) patent, the housing 2, 28 itself is conductive, as shown in Figures 3A-3C, and is mounted on a car body through an insulator 30. While Figure 3A of the Suzuki et al. ('226) patent appears to show a structure similar to the present invention, the Suzuki et al. ('226) housing 2 is electrically conductive, as explained in column 6,

lines 14 to 25 of the Suzuki et al. ('226) patent specification. Referring again by way of example to the drawings of this application, the outer housing 60 of the present invention is provided with the outer housing main body 61 and, inside, is provided with the shielding layer 62. The outer housing of the Suzuki et al. ('226) radar is conductive, and the present invention is patentably distinct from the claims of and the disclosure provided by the Suzuki et al. ('226) patent relied on. Both independent claim 10, directed to a vehicle onboard radar system, and independent claim 15, directed to a radar system installation method, reflect the features of the present invention discussed above and, consequently, patentably distinguish the present invention from claims 1, 6, and 7 of, and the disclosure as a whole provided by, the Suzuki et al. ('226) patent relied on.

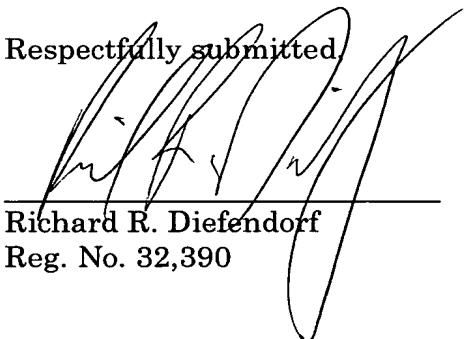
Claims 10 and 15 are patentable, along with claim 14, for reasons discussed above. The remaining, dependent, claims of this application are patentable as well.

This application is allowable in its present form. Should the Examiner have any questions after considering this Reply, the Examiner is invited to telephone the undersigned attorney.

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